

No. 4985 Survey held at Sunderland Date 1st April Rec 25/4/53 1853
on the ship Kimrod Master John Park
Tonnage Old 772 Built at Sunderland When built 1853 Launched March 24
By whom built Austin & Mill Owners Allen
Port belonging to London Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft 165 6 Feet. Inches. Extreme Breadth 32 - Feet. Inches. Depth of Hold 21 8 Feet. Inches.

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|--|---------------|---------|---------------|---------------------|--------------|----------------------|--------------|
| Room and Space | Inches. | Inches. | Inches. | Outside. | Inches. | Inside. | Inches. |
| Floors.....sided | <u>14</u> | Moulded | <u>14</u> | Keel to Bilge | <u>4</u> | Limber Strakes | <u>10</u> |
| 1 st Foothooks..... | <u>12 1/4</u> | " | <u>12 1/4</u> | Bilge Planks | <u>5 1/2</u> | Bilge Planks | <u>5 1/2</u> |
| 2 nd Ditto..... | <u>11 1/2</u> | " | <u>11 1/2</u> | Bilge to Wales | <u>4 1/2</u> | Ceiling in Flat | <u>3 1/2</u> |
| 3 rd Ditto..... | <u>10 1/4</u> | " | <u>9</u> | Wales | <u>5 1/2</u> | Ditto Bilge to Clamp | <u>3 1/2</u> |
| Top Timbers | <u>9 1/2</u> | " | <u>8 1/2</u> | Short Hoods | <u>4 1/2</u> | Hold Beam Clamps | <u>12</u> |
| Deck Beams N ^o <u>28</u> Average Space <u>4 ft 9 in</u> | <u>9 3/4</u> | " | <u>9 1/2</u> | Topsides | <u>3 1/2</u> | Deck Beam Ditto | <u>11</u> |
| Hold Beams N ^o <u>25</u> Average Space <u>4 ft 6 in</u> | <u>13 1/2</u> | " | <u>13 1/2</u> | Sheer Strakes | <u>4 1/4</u> | Ceiling 'twixt Decks | <u>3</u> |
| Keel | <u>15</u> | " | <u>15</u> | Plank Sheers | <u>4 1/2</u> | Hold Beam Shelves | <u>-</u> |
| Keelsons | <u>16</u> | " | <u>16</u> | Water-Ways | <u>8</u> | Deck Beam Ditto | <u>-</u> |
| Scarphs of Ditto <u>7 feet 3 in</u> | <u>-</u> | " | <u>-</u> | Upper Deck | <u>4</u> | | |

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

| Copper Inches. | Iron Inches. | Copper Inches. | Iron Inches. | Copper Inches. | Iron Inches. |
|---|--------------|--|--------------|---|--------------|
| Heel-Knee, and Deadwood abaft <u>1 3/8</u> | | Transoms and throats of Hooks <u>1 1/4</u> | | Lower Pintle of the Rudder <u>3 3/4</u> | |
| Scarphs of Keel.....N ^o . <u>8</u> <u>1 3/16</u> | | Arms of Hooks <u>1 3/16</u> | | Hold Beam <u>1 1/4</u> | |
| Floor Timber Bolts <u>-</u> | | Bolts thro' Bilge & Limber Strakes <u>1 5/16</u> | | Deck Beam <u>1</u> | |
| Kelson ditto <u>1 1/4</u> | | Butt End Bolts <u>1 3/16</u> | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English oak and are free from all defects. The Floors consist of English oak The First Foothooks of English oak Timber. The Second Foothooks of English oak The Third Foothooks of English oak The Top Timbers of English oak The Shifts of the first and second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound The alternate Frames are - bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is all chocked with A Butt at each end of the chock. The Main Keelson is Greenheart and free from all defects. The ~~False~~ Keelson is - The Deck Beams consist of E. I. Teak The Hold Beams of E. I. Teak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the Light Water Mark White oak & Teak From the Light Water Mark to the Wales Teak & African oak The Wales and Black-strakes are Teak & African oak The Topsides Teak & E. I. The Sheer-strakes E. I. Teak and Plank-sheers E. I. Teak The Water-ways E. I. Teak The Decks Yellow Pine & E. I. Teak State of Good The Shifts of the Planking are not less than 5 Feet - Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Three Strakes between

Planking Inside.—The Limber-strakes are Greenheart the Bilge Planks Greenheart The Ceiling, Lower Hold, Greenheart Between Decks E. I. Teak Shelf Pieces - Clamps E. I. Teak

Fastenings.—To Hold Beams Horizontal Staple Knees & 25 Pair of Vertical & Rider Knees

Deck Beams Horizontal Staple Knees & 28 Pair of Vertical Staple standard Knees

Number of Breasthooks Seven Pointers Two Crutches Three
Butts End Bolts are of Yellow Metal in the Bottom, and A Bolt in each Butt End through and clenched.
Bilge and Limber Strakes Ym & are bolted through and clenched. Treenails of English How Made Circular
General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

Robt Fowler

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|-------------------------------------|--------------------------|-------------------------------|------------------|-----------------------------|-------------|
| N ^o . | | | Fathoms. Inches. | N ^o . | Weight. |
| <i>A full suit of sails</i> | Fore Sails, | Chain | 300 13/4 | Bower, | 3 37" 0" 8 |
| | Fore Top Sails, | Hempen Stream Cable | 80 9 | | 34" 2" 23 |
| | Fore Topmast Stay Sails, | Hawser ... <i>chain</i> | 80 1 1/6 | Stream, | 1 34" 3" 26 |
| | Main Sails, | Towlines | 100 7 | | |
| | Main Top Sails, | Warp | 120 5 1/4 | Kedge, | 2 5" 0" 10 |
| and | | All of <u>good</u> quality. | 120 4 1/4 | | 2" 0" 10 |

Her Standing and Running Rigging New Hemp or chain sufficient in size and good in quality.

She has A Long Boat and Small Gig & Life Boat

The present state of the Windlass is New Capstan New Rudder New Pumps New

General Remarks—Statement and Date of Repairs.

This Vessel is fastened with Yellow Metal bolts in all her bindings and external fastenings including the rails in the flat of the upper deck to the entire exclusion of iron. Also additional fastenings—15 Pair of Diagonal Rider plates let into the timbers and bolted previous to planking and several additional Iron knees more than the Rules require.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed B.C.A.1. Robt Fowler

The Amount of the Fee.....£ 5 : - : - is received by me, 18/4/53

Order No. 284 Special£ 38 : 12 : "

Certificate (if required)£ : :

Committee's Minute 26 April 1853

Character assigned A 1 for 13 May



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